SUPER GHOST FIGHER SHIP ON MISSION - HASHMALLIM - EXTRATERRESTRIAL CONTACT
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CONVERSATION WITH TAYGETEAN PILOT DHOR KÁAL'EL OF TEMMER

Question: Could you explain to us how the process is, from when the order is given until they leave with the spaceship?

Dhor Káal'él: Anéeka sent the data from Estel·la's last message to this ship's Command and Control, where Alenym, Khila, Nai'Shara and I are, and where the situation was analyzed with a hologram in front of everyone here, simulating the terrain, the road with her car, and the huge polar air mass with a high altitude thunderstorm approaching.

Due to the volume of snowfall and high winds, Alenym and Khila regarded the situation to not be good. Because as the ship passed overhead, from the windows over Norway, we could only see the huge white mass descending towards Finland. It was over 1000 km long, about 650 km wide and with a ceiling or height of 20,000 feet, with a thunderstorm above.

I know things look different from the ground, but from here the situation did look delicate, with the potential for the storm to trap Estel·la's car and even bury it in snow.

The order was issued directly by Alenym, and Khila transmitted it to the hangar where the ship Super Ghost (63 metres long, twin turbine, twin zero-point reactor, fighter type) was already prepared. Ragg put on his black and blue protective flight uniform, as did Salaphaiel, who volunteered to accompany him. As they walked up the ramp, Gabriel, already dressed and ready, came up with them at the last minute. He was also present at the incident. The cabin has 4 seats.

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Question: How do you prepare for a mission like this?

Dhor Káal'él: The ship's equipment depends on the nature of the mission. In this case, a special crane was installed inside as a mobile sledge to pull in a car, and snow equipment, i.e. snowshoes, thermal equipment, shovels and axes. It is possible to just use a tractor beam, but it is more invasive, and gentler means are preferred.

The mission is prepared with a flight plan, trajectory, mission conditions, target. The positions of human military radar sites and their blind or weak spots are predicted. This is done with a detailed hologram of Scandinavia projected in front of the pilots with all relevant details, such as visual simulation of the range of military radars, the weather situation, wind direction and strength.

The entry trajectory (from the north) and exit trajectory (westbound to pass over Sweden) and the correct altitude for each point on the trajectory to minimize the possibility of detection. Once these data are available they are passed to the Super Ghost's computer so that the AI can guide the pilots.

Question: What equipment and clothing do you wear in these kind of missions?

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Dhor Káal'él: The pilot and his companion put on a special suit made of intelligent material that absorbs impacts and protects like an exo-skeleton. On impact it becomes very hard in a fraction of a second, impenetrable. And it also regulates body temperature. It is fireproof, bulletproof, energy-weapon-proof, as well as accident-proof. Over that suit they put on a special suit similar to what human pilots wear, anti-gravity, but much more advanced, in the form of a waistcoat and a trouser-like cover over the legs, and strong boots. Over that suit they put an inflatable life jacket, in case they end up in the water. You never know, even the best ships have crashed. This is landing or falling with “wet feet” on water, or “dry feet” on land, in pilot parlance. We also say “wet feet” when a ship flies over water and “dry feet” when it flies over land.

Question: How is the ship prepared?

Dhor Káal'él: In addition to the equipment described above, which in itself is simple, with the exception of the crane, the ship is prepared in the sense of checking that all its systems are in good working order and without need of repair. The reactors are checked for condition, such as temperature and power output in watts. The engines are checked for obstructions, and the turbines are checked for free rotation without vibration. The electrical system is checked with a self-diagnostic system and by walking around the spacecraft manually and with the pilot's own eyes without instruments, checking that there are no external power cables still connected to the spacecraft, such as system support hoses, or anything that is obstructing it from moving.

You check for open external panels, which are the little doors that open on the hull to give access to interior systems. You check that all external panel doors are closed and their fasteners secured. Once in flight, the polymorphous metal melts the entire hull into one piece, yet if a door is not properly closed, it can still cause damage to the internal systems. Once everything is in order, the ship is given the green light to depart.

The pilot and companions get on board, they put on the 5-point seat belts in the cockpit, and begin the engine start sequence. Electrical systems activated, cancellers on line, computer on line, sensors on line.

The APU’s are turned on, which are small electric turbines on the sides of the ship, inside, but with exhausts to the outside that provide the power or the first energy needed to start turning the ship's huge counter-rotating turbines.

Once the two APU’s are on, the computer is instructed to start the main engines. Or you press the famous red button marked Engine Start. Within seconds you hear the turbines picking up speed, and then two explosions. One after the other, emerging from the plasma coming to life. The ignition explosions are followed by a rocket-accented turbine roar.

The gravity cancelers are switched on, and the outer doors of the Toleka's main hangar are opened for departure. The ship is ready to depart. It slides out of the Toleka, and the pilot, either mentally with mind-computer control, or with Joy-Stick, sets the course down towards Earth.

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Question: When two pilots are in the same ship, do they both pilot? Or what function does each one play?

Dhor Káal'él: They sit side by side, with two other seats, also side by side, directly behind them. The ship is piloted by itself, or is piloted by one person, the owner or pilot, but the pilot's companion can in any case take control of the ship. The function of the passenger can be to just go for a ride, or to operate sensors or electronics. But The pilot himself, with the help of the AI, can do it on his own. The pilot can do everything,

and the ship itself can also do everything for him.

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Question: What flight mode was the ship in at that time?

Dhor Káal'él: It was in manual flight mode with no external shields, with transponder indicating that a Russian MI-17 rescue helicopter out of Murmansk, as they fly in such storms in response to distress signals.

Question: Did the ship have gravity cancellers activated inside, and what caused Salaphaiel to be unwell?

Dhor Káal'él: Cancellers are rarely used at 100% because you don't feel anything, and it's harder to fly a ship in manual mode as Ragg was flying it. But yes, they were on. What happened was that the ship was moving abruptly at low altitude, and the movement that Salaphaiel perceived did not correspond to what his eyes were seeing outside, the ground and its details, causing him to feel dizzy.

Question: Was the Super Ghost using the shields? If so, how could it have been struck by lightning?

Dhor Káal'él: Ragg turned off the shields, because flying into a snowstorm dense with electricity would cause the shields' toroid to glow like an incandescent ball, giving away his position.

Norway is a NATO country, and has bases with advanced detectors not far from the area. To the east is Murmansk, a Russian base also full of sensors.

Question: Could you explain to us in more detail how the ship searches for the position of Estel·la's car, once is located? How does this process work?

Dhor Káal'él: Estel·la gave her position to Anéeka, who then gave it to Raguel. He then went on to search with magnetic sensors, since the optics did not work due to the weather conditions, for her car model on the corresponding road. As I understand it, there are not many like that in Norway anyway, so it was easy to identify her car. Once identified, the gravity mass of the vehicle is recorded, which is specific and unique. With the interferometer type sensors he was able to follow her even when she was out of direct line of sight.

Question: How did the lightning strike the ship? How did it affect it, being built with intelligent polymorphic material with ability to repair itself?

Dhor Káal'él: Scimitar class fighter craft, although top of the line, are ancient. It does have polymorphic material that self-repaired, still a hole was left at the impact point, and an external antenna was charred. The antenna was not made of polymorphic material. Inside, the damaged circuits are quite normal. Wires, cables and printed circuit boards, which are not self-repairing, were overloaded and had to be replaced.

The difference with an aircraft is that a ship operates with a system of superconducting wires that “close circuit” between the nose part of the ship, and the electromagnetic plasma emitted by the engines behind it. We see that the path of the bolt went in through the outer UHF/VHF antenna, past the communications circuits, then to the frame that supports them, to the ground and down to the superconducting wire. It is this that attracted the beam into the ship, the electrically “interesting” part for the beam. It then travelled along those wires, without damaging them, to the engines at the back, where the extra electricity just fed the plasma from the engines, sending it into the plasma-jet itself.

Question: If the communication was through Muon Neutrino, how could it be interrupted? That is, how could Raguel lose communication with you?

Dhor Káal'él: Aircraft fly into thunderstorms and get struck by lightning all the time. We assumed it wouldn't be a problem, but the lightning struck the hull of the ship just behind the bridge where the Muon equipment is located, damaging electrical circuits in the ship that power those systems. It seems that because a ship is electrical in its operation, it does not have the same response to lightning as an aircraft. Ragg already knew this, it was just bad luck where the lightning hit him.

Already during the flight and just before they were struck by lightning, while Anéeka was talking to Ragg, communication with the Super Ghost was cut off. And while Ragg and Salaphaiel struggled with their own problems inside, Estel·la arrived at the destination. When Estel·la communicated with Anéeka again, she alerted Command and Control, and an RTB (Return to Base) signal was given to Ragg's ship - with no response. But with nothing to do, and in poor condition, they returned to base on the Toleka.

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